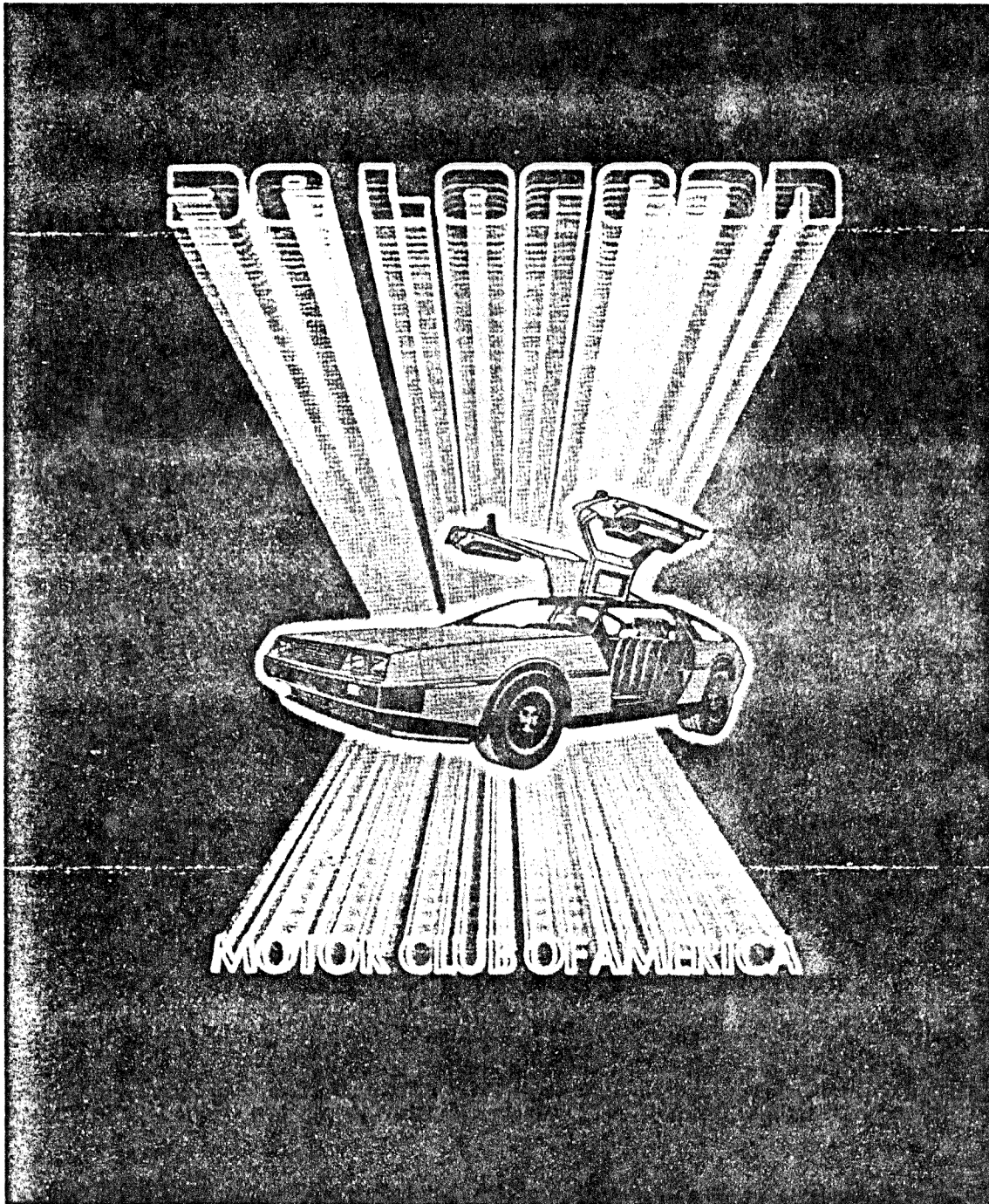


De Gull Wing

TWO DOLLARS

MAY/JUNE, 1982
Volume 1, Number 1

OFFICIAL PUBLICATION OF THE DE LOREAN MOTOR CLUB OF AMERICA



JOIN US!

If you are **not** currently a member of DeLorean Motor Club of America, we are sending you this complimentary issue to give you an idea of what **DMCA** is doing. After reading your sample copy, we hope you will want to share the DeLorean experience with hundreds of enthusiasts all over the country. If you would like to join us, we have provided a membership form in this mailing.

MESSAGE FROM

John Z. De Lorean To All Dealers

We are implementing marketing and organizational changes that will streamline and strengthen the company. To go with these, sales, marketing and service programs will be launched to give us a whole new momentum in the marketplace.

New funding, to be announced shortly, will strengthen buyer confidence and enable us to initiate advertising and marketing programs that will give a sharp cutting edge to all of our efforts.

I have placed Bruce McWilliams in charge of sales and marketing activities. He has had a long background in the successful introduction of specialty and luxury cars to this country. As a result, you can expect innovative and effective programs to be forthcoming.

As a personal matter, I would like to thank so many of you for your support and confidence. I guess no one has really tried to do what we are doing since Henry Ford. He started from scratch too. It is tougher now but, as you will soon learn, we have turned the corner. In a world and an industry where entrepreneurial efforts are few and far between, I feel that ours is all the more outstanding.

The need now is for all of us to give the program our best efforts. There is enormous—truly unprecedented—interest in the car. The challenge is to bring all of our savvy and know-how to bear on the art of selling. I feel that I can count on you to give it your best shot.

Best regards,

John Z. De Lorean
Chairman ■

AUTHOR! AUTHOR!

Congratulations go to Gene Daly, President and Founder of DMC Northern California (membership now over 40) and Andy Weiss, President and Founder of DMC Southern California (100+ at last membership dinner) for the tremendous organization job they are doing in their respective clubs. We soon hope to combine all our efforts on a national scale to really be heard and gain fantastic buying power for insurance, parts and group activities. Keep up the great work guys! Our members are off to you and your membership

President's Column



We hope you share the same enthusiasm as we do in owning a De Lorean. The joy, prestige and pleasure in owning this fine automobile speaks for itself.

We at De Lorean Motor Club of America, from a practical standpoint, understand the problems in owning a unique automobile and thus we have organized this club to provide mutual help and enjoyment.

What can De Lorean Motor Club of America do for you? We currently offer six newsletters a year, the *De Gull Wing*, containing information regarding parts, service, technical assistance and appearance tips. Through our research we also provide updated technical and product information.

De Gull Wing is a forum for the exchange of ideas, and will keep you abreast of new and special events. It also provides communication between De Lorean owners. We invite your input.

Group travel discounts and group rates for insurance are currently being investigated for De Lorean owners.

As stated, our goal is for enjoyment as

well as practical help. For those who apply for membership prior to June 1, 1982, there will be a \$10 savings on the annual \$35 membership fee, resulting in a first year cost of \$25. After June 1, 1982, annual membership dues will be accepted at \$35 per annum. You will receive an official De Lorean Motor Club of America membership card and a vehicle club identification decal.

We are a unique group, and owning a De Lorean is a unique experience. We are sure your membership will be a pleasure and we look forward to your continued support.

If De Lorean Motor Club of America can be of assistance to you, please call us at (714) 847-9940 Mondays and Wednesdays 10:00 a.m. to 12:00 Noon (California time). Collect calls will not be accepted.

We hope you will keep us informed of the progress you have with your De Lorean. Any ideas, suggestions, photographs or stories you have about you and/or your car will be greatly appreciated. We look forward to hearing from you soon. ■

DMCA

De Lorean Motor Club of America, Inc.

DMCA
DMCA
DMCA

Urgent Club Business Can Be Discussed By Dialing

(714) 847-9940

Mondays or Wednesdays only

10:00 AM to 12:00 Noon—California Time

COLLECT CALLS WILL NOT BE ACCEPTED

There's a lot more to the De Lorean Motor Club of America than a bi-monthly magazine...but we need your assistance. If you are interested in forming a local chapter within your area or state please contact us. There are many DMCA members in every state that would appreciate your concern and leadership. Write to:

DMCA

P.O. Box 944

Westminster, CA 92683

THE COVER

De Lorean Motor Club of America, Inc.'s Logo Identification.

DATA

De Gull Wing is published bi-monthly by the De Lorean Motor Club of America, Inc., P.O. Box 944, Westminster, CA 92683. Subscription is part of DMCA membership dues and is mailed only to paid members. Member communications regarding address changes or chapter information should be addressed to the Executive Secretary at the above DMCA address.

Manuscripts, photographs and art will not be returned unless accompanied by a stamped, self-addressed envelope bearing sufficient postage. Photographs should be 8-inch by 10-inch glossy black and white. Manuscripts must be typewritten to be considered, and should be double spaced on one side only. Articles of a technical nature are especially popular but ALL articles will be given equal importance.

DISCLAIMER

While it is a primary service of the De Lorean Motor Club of America, Inc. to disseminate technical information, any maintenance technique or possible modification published in *De Gull Wing* should be weighed against conventional, traditional, and generally accepted techniques and modifications. *De Gull Wing* should not be considered the authority on maintaining or improving De Loreans and the views expressed are those of the author of an article or person quoted. Although research has preceded each article, the mention of a product, service or procedure herein does not constitute endorsement of it by the Club, its officers, employees, or *De Gull Wing*. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality, and resale value. Any modifications possibly affecting emissions or safety are the sole responsibility of the person performing them and when such possible modifications are presented in *De Gull Wing*, it is with the understanding that they will be used for racing AND NOT on public highways. It is also incumbent upon the owner of a De Lorean to consider the effect of any changes in his vehicle upon any warranty in force before undertaking any technique or modification. Failure to do so could result in denial of warranty coverage by De Lorean Motor Company. This publication and this organization WILL NOT ASSUME LIABILITY for any such consequences.

LET'S GET TECHNICAL

Members outside and within the continental United States may send written questions to The Tech Editor in care of *De Gull Wing*.

This column will concentrate on various technical information as it relates to the proper operation of your De Lorean.

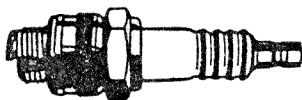
DUST FREE

Doug Burnell, Northern California's Technical Director reports clean, dust-free rims after replacing his front brake pads with Repco's #D174BMXA pads.

As Doug notes, this could void part of your warranty. Make sure you check with your dealer.

Another alternative would be to purchase a complete set of brake dust shields in your accessories catalog. ■

**POWER STEERING NOW AVAILABLE FOR THE DE LOREAN.
CRUISE CONTROL READY FOR IMMEDIATE INSTALLATION.
GIVE US A CALL MONDAY OR WEDNESDAY ONLY, 10:00 A.M. TO
12:00 NOON, CALIFORNIA TIME (714) 847-9940.**



UPCOMING EVENTS

Late September—Las Vegas Grand Prix Trip, drive or fly. Any interest? Let us know before June 30th and we'll help arrange group accommodations and rates.

• • •

Southern Cal's next meeting for June is going to be a family picnic at Mobil Oil Company's private park in the Santa Fe Springs area. Jerry Pfeiffer is handling all the arrangements and Andy Weiss will be mailing information shortly.

• • •

Northern California: Sunday, June 20—Palo Alto Concours; Saturday/Sunday, August 21-22—Monterey Concours. ■

BRAKE DISC MACHINING

Brake disc specifications and maximum machining tolerances:

Total thickness new
12.38mm (.487 in) to 12.70mm (.5 in)

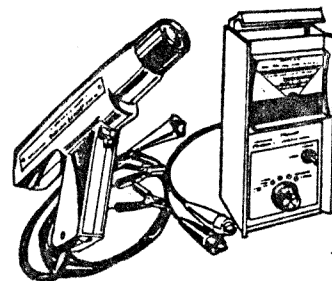
Disc thickness variation
.01mm (.0004 in)

Lateral run out
.01mm (.0004 in)

Disc discard thickness
11.7mm (.460 in)

Total maximum machining allowed
.5mm (.460 in)

The brake disc may be machined if it can be determined that machining will correct the problem and allow the brake disc to remain within the above specifications. ■



MY DE LOREAN JUST DIED!

Many members have experienced sudden engine failure resulting in the "No Start Syndrome." The possible cause might just be the inertia switch. The main purpose of the switch is to deactivate the flow of electricity to your fuel pump in case of collision to prevent a fuel fire. Should you have occasion to make a severe panic stop or hit a speed bump in your local shopping center a bit too fast this jarring motion could trip the inertia switch, deactivating the flow of fuel to your engine.

If the button on the inertia switch is up and you can see the red stem, the fuel pump will not work. Push button in and fuel pump should work. Should you reset the inertia switch button and the engine still fails to start, you might possibly have a defective inertia switch. A temporary "field fix" can be achieved with the use of a large paper clip or piece of electrical wire. Removing the inertia switch loom connector from the bottom of the inertia switch you will expose 3 "female connectors." Connect the brown/purple wire to the black with the paper clip. Secure clip with tape if available to maintain connection (See Diagram). Fuel pump should now operate with ignition on.

Inertia Switch Location: cockpit, under dash, driver side fire wall to the left of the steering column behind brake pedal. This temporary fix should get you to your nearest dealer.

TUNED EXHAUST

Dick Shipman reports 10% mileage increase with his new exhaust system, and it sounds great. Cost? About \$230. Call us.

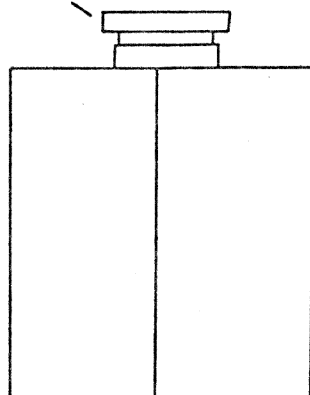
PARTS TIP FOR THIS ISSUE

Brake disc pads for your De Lorean
Girling original part number, Front—
67320291-PO, Rear—64326119-PO.

NEXT MONTH: Painting your De Lorean and how to improve your radio reception.

Possible Non-Start Condition: Faulty or Tripped Inertia Switch

INERTIA SWITCH
BUTTON



CONNECTOR FACING
FRONT OF CAR

BROWN/PURPLE

BLACK

TWO BROWN WIRES

THICK PAPER
CLIP

INERTIA SWITCH
CONNECTOR

WIRE LOOM

*This is a temporary "field fix" only that should
be repaired as soon as possible!*

Need An Oil/Fuel Filter?

Your De Lorean should operate properly using the following oil filters.

Fram PH 16 / 28-41 MOTO CRAFT FL 245
Purolator Per 17 (FC 109/1 FC 134) PER
A.C. PF 13 867 73
WIX 15 513-23/
Knecht-Renault AW 26/-2

Fuel filter — same as 1981 Volvo 264 at your Volvo dealer. ■

DESIGNER CLOTHING ADDITIONS

Requests have caused us to bring out an embroidered designer golf shirt to match our designer sweater line. Colors in the golf shirt will be white, black, red, dark blue, light blue and maize. Sizes: S—34-36; M—38-40; L—42-44; XL—46-48. Members price with embroidery \$20 each. ■

CLASSIFIED ADVERTISING

FREE TO DMCA MEMBERS
—No Commercial Advertisers—

De Gull Wing will publish two short (40 words or less) free classified advertisements for members in a calendar year. Additional ads and those ads placed by non-members must be accompanied by \$50 each. Ads in excess of 40 words will be subject to editing. Include membership number and complete name and address with your ad. Mail to: ADS—DMCA, P.O. Box 944, Westminster, CA 92683

For display advertising rates call Monday or Wednesday only, 10:00 A.M. to 12:00 Noon at (714) 847-9940. Collect calls will not be accepted.

1962 Mercedes Benz 190 SL Coupe—new paint, tires, top. Engine & Trans. perfect. Make offer over \$14,000. Call Auto Upholstery By Stanley at (714) 645-9841.

Public Service

As De Lorean Motor Company is currently out of various speedometer and speedo drive parts we thought those of you who have lost a "Speedo Adapter Drive" or your "Speedo Head" might appreciate this handy conversion chart to show your local "Smokey" that his 115 MPH radar clocking just couldn't be accurate. (Any successful plea bargaining using this excuse...write!)

TRANSMISSION TO ENGINE RPM SCALE

Automatic Transmission Scale

| GEAR | MPH | | | | | | | |
|----------------------------|------|------|------|------|------|------|------|------|
| | 15 | 25 | 35 | 45 | 55 | 65 | 75 | 85 |
| 1st 9.85 mph per 1000 rpm | 1500 | 2500 | 3600 | 4600 | 5600 | -- | -- | -- |
| 2nd 15.97 mph per 1000 rpm | -- | 1600 | 2200 | 2800 | 3400 | 4100 | 4700 | -- |
| 3rd 23.63 mph per 1000 rpm | -- | -- | 1500 | 1900 | 2300 | 2800 | 3200 | 3600 |

Manual Transmission Scale

| GEAR | MPH | | | | | | | |
|----------------------------|------|------|------|------|------|------|------|------|
| | 15 | 25 | 35 | 45 | 55 | 65 | 75 | 85 |
| 1st 6.5 mph per 1000 rpm | 2300 | 3850 | 5000 | -- | -- | -- | -- | -- |
| 2nd 10.63 mph per 1000 rpm | -- | 2400 | 3300 | 4200 | 5200 | 6100 | -- | -- |
| 3rd 15.84 mph per 1000 rpm | -- | -- | 2200 | 2800 | 3500 | 4100 | 4700 | 5400 |
| 4th 20.71 mph per 1000 rpm | -- | -- | -- | 2200 | 2700 | 3100 | 3600 | 4100 |
| 5th 26.63 mph per 1000 rpm | -- | -- | -- | -- | 2100 | 2500 | 2800 | 3200 |

★ IMPORTANT NOTICE ★

Members having difficulty getting parts through your dealer, let us know, as we will be making a bulk purchase of needed parts from De Lorean's suppliers in Europe and the UK early in the summer.

HOOD RELEASE THAT WON'T

If the hood release fails to operate, the following is a method of release:

1. Remove left front wheel.
2. Remove brake reservoir cover from below.
3. Using a hooked wire, reach through the aperture and release the hood latch. (See Illustration)

